

armies fighting in the East. His warships met a fierce cannonade as they attempted to pass Port Hudson, and only the flagship *Hartford* and her consort *Albatross* made it safely through to the strategic stretch of the river between Port Hudson and Vicksburg.

Arizona played an important role in strengthening Farragut's drastically reduced force and opening up communications between its commander and the rest of his squadron. From New Orleans, she proceeded to Berwick Bay to join a naval force commanded by Comdr. Augustus P. Cook which, in cooperation with troops commanded by Major General Nathaniel P. Banks, was operating in the swampy backwaters of the Louisiana lowlands west of the Mississippi.

On 14 April, while carrying army units, she, *Estrella*, and *Calhoun* attacked CSS *Queen of the West* on Grand Gulf, a wide and still stretch of the Atchafalaya River. A shell from *Calhoun* set fire to cotton which her Southern captors had loaded on that former Ellet ram and blew up her boiler. The burning cotton-clad drifted downstream for several hours before running aground and exploding. The three Union steamers also captured 90 members of the doomed vessel's crew who had jumped overboard to escape scalding.

Six days later, *Clifton* and *Calhoun* joined the same force and, working with four companies of Union infantry, took Fort Burton, a Southern battery consisting of two old siege guns implaced at Butte La Rose, La. This victory opened for Union ships a passage—through Atchafalaya Bay and the River of the same name—connecting the gulf with the Red and Mississippi Rivers. Thus, Farragut could bypass Port Hudson with supplies, messages, and ships.

After this path was clear, *Arizona* entered the Red River and descended it to its mouth where she met *Hartford*, Farragut's flagship. On 3 May, she was part of a three-ship reconnaissance force that ascended the Red River until it encountered heavy fire from two large Confederate steamers, *Grand Duke* and *Mary T.*, supported by Southern shore batteries and snipers. Since the narrow channel prevented their maneuvering to bring their broadsides to bear on their attackers, the Union ships were compelled to retire.

As they descended, the Northern vessels met a large force led by Rear Admiral David Dixon Porter who ordered *Arizona* and *Estrella* to join him in a much more powerful drive up the Red River. He allowed *Albatross*, the third ship, to return to the Mississippi to report to Farragut.

The next morning, Porter's force arrived at Fort DeRussy—an uncompleted stronghold the South had been building on the banks of the river—and found it abandoned. After partially destroying the fortifications, Porter continued on up stream to Alexandria which surrendered without resistance. Before Porter left the river, *Arizona* took part in a reconnaissance of the Black River, a tributary of the Red. On 10 May, she joined in an attack on Fort Beauregard at Harrisonburg, La., on the Ouachita River.

Following her return to the Mississippi, *Arizona* supported operations against Port Hudson which finally fell on 9 July—five days after the surrender of Vicksburg—removing the last Southern hold on the river and finally cutting the Confederacy in two.

Arizona then returned to New Orleans for repairs. During this work, Acting Master Howard Tibbitt relieved Upton in command of the side-wheeler.

On 4 September, *Arizona* departed New Orleans and proceeded to Southwest Pass to embark 180 sharpshooters to be distributed among *Clifton*, *Sachem*, and herself in a forthcoming attack on Sabine Pass, Tex. She next proceeded to Atchafalaya Bay where she met her consorts and a group of Army transports, distributed her sharpshooters, and continued on to Sabine Pass.

On the morning of 8 September, the combined force crossed the bar and then split, with *Sachem* and *Arizona* advancing up the Louisiana (right) channel and *Clifton* and *Granite City* moving forward through the Texas (left) channel. When they arrived within range of the Confederate batteries they opened fire preparatory to landing the troops. The Southern gunners did not reply until the gunboats were within close range, but then countered with a devastating cannonade. A shot through her boiler totally disabled *Sachem*; another carried away *Clifton's* wheel rope, causing her to run aground under the Confederate guns. Crocker—who commanded *Clifton* as well as the whole naval force—fought his ship until, with 10 men killed and nine others wounded, he deemed it his duty "to stop the slaughter

by showing the white flag. . . ." After flooding her magazine to prevent its exploding, *Sachem* also surrendered and was taken under tow by CSS *Uncle Ben*. With the loss of *Clifton's* and *Sachem's* firepower, the two remaining gunboats and troop transports recrossed the bar and departed for New Orleans.

The Sabine Pass expedition had, in the words of Commodore H. H. Bell, "totally failed." Nevertheless, Major General Banks reported: "In all respects the cooperation of the naval authorities has been hearty and efficient. . . ."

Arizona subsequently served on blockade duty along the Texas coast, especially at Galveston.

Later in the year, yellow fever broke out on board *Arizona*, forcing her back to New Orleans until the ship's company had returned to good health. During the month of November, she had made trips to Calcasieu Pass, Vermilion Bay, and Mermentau Lake on convoy and transport trips, and on 10 December, she transported Capt. John B. Marchand to Forts St. Philip and Jackson to investigate a mutiny. In December 1863, she went to Berwick Bay and, when the rise of water permitted, entered Grand Lake and the Atchafalaya and remained there on constant blockade. In February 1864, she went to New Orleans and, when repaired, returned to Sabine Pass for blockade duty—one of 14 vessels under Capt. Marchand in USS *Lackawanna*. That duty lasted until September 1864 when she proceeded to New Orleans for repairs. There, she was fitted out for service as the flagship of the West Gulf Blockading Squadron. In January 1865, Lt. Comdr. George Brown took command of the ship.

On the evening of 27 February 1865, while underway from South West Pass to New Orleans, 38 miles below New Orleans, a fire broke out in the engineer's after storeroom and spread with great rapidity. Brown ordered the magazine flooded and, when no possibility of saving the ship remained, ordered the crew to the boats. Some leaped overboard and swam to shore. The vessel drifted to the west bank of the river, grounded, and burned until she exploded 35 minutes past midnight. Out of a crew of 98 on board four were missing.

Screw frigate *Neshaminy* (q.v.) was renamed *Arizona* on 15 May 1869.

II

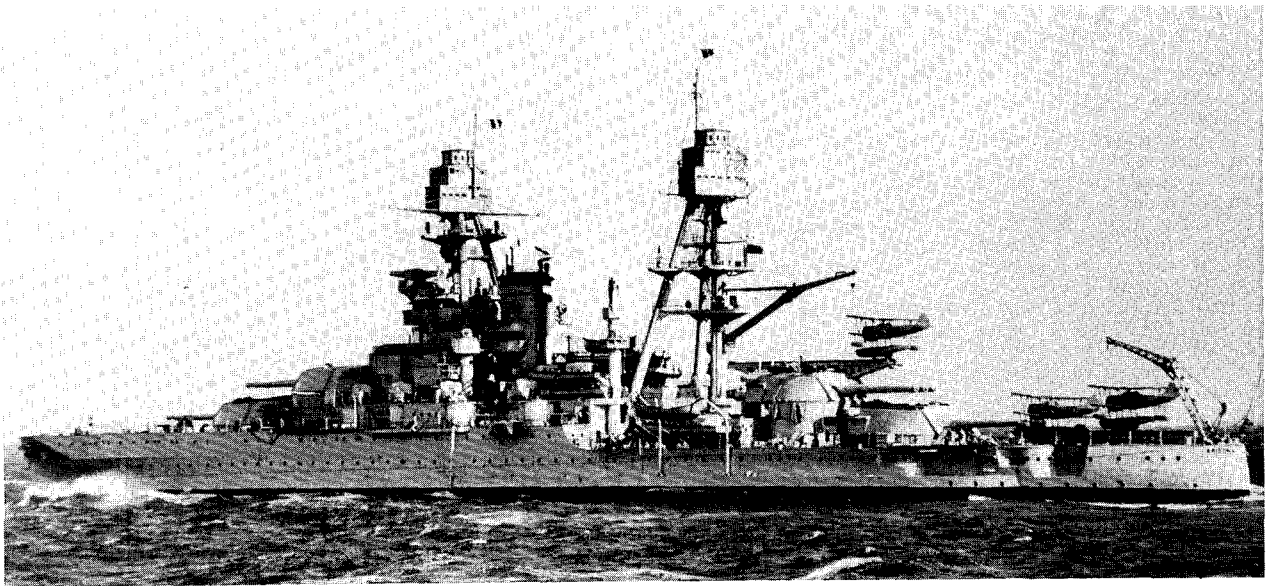
(Battleship No. 39: dp. 31,400; l. 608"; b. 97'1"; dr. 28'10" (mean); s. 21 k.; cpl. 1,081; a. 12 14", 22 5", 4 3", 2 21" tt.; cl. *Pennsylvania*)

The second *Arizona* (Battleship No. 39) was laid down on 16 March 1914 at the New York Navy Yard; launched on 19 June 1915; sponsored by Miss Esther Ross, daughter of a prominent *Arizona* pioneer citizen, Mr. W. W. Ross of Prescott, Ariz.; and commissioned at her builder's yard on 17 October 1916, Capt. John D. McDonald in command.

Arizona departed New York on 16 November 1916 for shakedown training off the Virginia capes and Newport, proceeding thence to Guantanamo Bay, Cuba. Returning north to Norfolk on 16 December to test fire her battery and to conduct torpedo-defense exercises in Tangier Sound. The battleship returned to her builder's yard the day before Christmas of 1916 for post-shakedown overhaul. Completing these repairs and alterations on 3 April 1917, she cleared the yard on that date for Norfolk, arriving there on the following day to join Battleship Division 8.

Within days, the United States forsook its tenuous neutrality in the global conflict then raging and entered World War I. The new battleship operated out of Norfolk throughout the war, serving as a gunnery training ship and patrolling the waters of the eastern seaboard from the Virginia capes to New York. An oil-burner, she had not been deployed to European waters owing to a scarcity of fuel oil in the British Isles—the base of other American battleships sent to aid the Grand Fleet.

A week after the armistice of 11 November 1918 stilled the guns on the western front, *Arizona* stood out of Hampton Roads for Portland, England, and reached her destination on 30 November 1918, putting to sea with her division on 12 December to rendezvous with the transport *George Washington*, the ship carrying President Woodrow Wilson to the Paris Peace Conference. *Arizona*, one of the newest and most powerful American dreadnoughts, served as part of the honor escort con-



Arizona (BB-39) at sea circa 1934-1935, operating as a battleship division flagship; she carries three Vought O3U "Corsair" floatplanes aft. (NR&L(M) 35177)

voying the American President to Brest, France, on 13 December 1918.

Embarking 238 homeward-bound veterans in the precursor of a "Magic Carpet" operation of a later war, *Arizona* sailed from Brest for New York on 14 December, and arrived off Ambrose Light on the afternoon of Christmas Day, 1918. The next day, she passed in review before Secretary of the Navy Josephus Daniels, who was embarked in the yacht *Mayflower* off the Statue of Liberty, before entering New York Harbor in a great homecoming celebration. The battleship then sailed for Hampton Roads on 22 January 1919, returning to her base at Norfolk on the following day.

Arizona sailed for Guantanamo Bay with the Fleet on 4 February 1919, and arrived on the 8th. After engaging in battle practices and maneuvers there, the battleship sailed for Trinidad on 17 March, arriving there five days later for a three-day port visit. She then returned to Guantanamo Bay on 29 March for a brief period, sailing for Hampton Roads on 9 April. Arriving at her destination on the morning of the 12th, she got underway late that afternoon for Brest, France, ultimately making arrival there on 21 April 1919.

The battleship stood out of Brest harbor on 3 May, bound for Asia Minor, and arrived at the port of Smyrna eight days later to protect American lives there during the Greek occupation of that port—an occupation resisted by gunfire from Turkish nationals. *Arizona* provided temporary shelter on board for a party of Greek nationals, while the battleship's marine detachment guarded the American consulate; a number of American citizens also remained on board *Arizona* until conditions permitted them to return ashore. Departing Smyrna on 9 June for Constantinople, Turkey, the battleship carried the United States consul-at-large, Leland E. Morris, to that port before sailing for New York on 15 June. Proceeding via Gibraltar, *Arizona* reached her destination on 30 June.

Entering the New York Navy Yard for upkeep soon thereafter, the battleship cleared that port on 6 January 1920 to join Battleship Division 7 for winter and spring maneuvers in the Caribbean. She operated out of Guantanamo Bay during this period, and also visited Bridgetown, Barbadoes, in the British West Indies, and Colon, in the Canal Zone, before she sailed north for New York, arriving there on 1 May 1920. Departing New York on 17 May, *Arizona* operated on the Southern Drill Grounds, and then visited Norfolk and Annapolis, before returning to New York on 25 June. Over the next six months, the ship operated locally out of New York. During this time she was given the alphanumeric hull designation, BB-39, on 17 July 1920, and, on 23 August, she became flagship for Commander Battleship Division 7, Rear Admiral Edward V. Eberle.

Sailing from New York on 4 January 1921, *Arizona* joined the fleet as it sailed for Guantanamo Bay and the Panama Canal Zone. Arriving at Colon, on the Atlantic side of the isthmian waterway, on 19 January, *Arizona* transited the Panama Canal for the first time on that day, arriving at Panama Bay on the 20th. Underway for Callao, Peru, on the 22d, the fleet arrived there nine days later, on the 31st, for a six-day visit. While she was there, *Arizona* was visited by the President of Peru. Underway for Balboa on 5 February 1921, *Arizona* arrived at her destination on the 14th; transiting the canal again the day after Washington's Birthday, the battleship reached Guantanamo Bay on the 26th. She operated thence until 24 April 1921, when she sailed for New York, steaming via Hampton Roads.

Arizona reached New York on 29 April, and remained under overhaul there until 15 June. She steamed thence for Hampton Roads on the latter date, and on the 21st steamed off Cape Charles with Army and Navy observers to witness the experimental bombings of the ex-German submarine *U-117*. Proceeding thence back to New York, the battleship there broke the flag of Vice Admiral John D. McDonald (who, as a captain, had been *Arizona's* first commanding officer) on 1 July and sailed for Panama and Peru on 9 July. She arrived at the port of Callao on 22 July as flagship for the Battle Force, Atlantic Fleet, to observe the celebrations accompanying the centennial year of Peruvian independence. On 27 July, Vice Admiral McDonald went ashore and represented the United States at the unveiling of a monument commemorating the accomplishments of San Martin, who had liberated Peru from the Spanish yoke a century before.

Sailing for Panama Bay on 3 August, *Arizona* became flagship for Battleship Division 7 when Vice Admiral McDonald transferred his flag to *Wyoming* (BB-33) and Rear Admiral Josiah S. McKean broke his flag on board as commander of the division on 10 August at Balboa. The following day, the battleship sailed for San Diego, arriving there on 21 August 1921.

Over the next 14 years, *Arizona* alternately served as flagship for Battleship Divisions 2, 3 or 4. Based at San Pedro, during this period, *Arizona* operated with the fleet in the operating areas off the coast of southern California or in the Caribbean during fleet concentrations there. She participated in a succession of fleet problems (the annual maneuvers of the fleet that served as the culmination of the training year), ranging from the Caribbean to the waters off the west coast of central America and the Canal Zone; from the West Indies to the waters between Hawaii and the west coast.

Following her participation in Fleet Problem IX (January 1929), *Arizona* transited the Panama Canal on 7 February for Guantanamo Bay, whence she operated through April. She then

proceeded to Norfolk Navy Yard, entering it on 4 May 1929 to prepare for modernization.

Placed in reduced commission on 15 July 1929, *Arizona* remained in yard hands for the next 20 months; tripod masts, surmounted by three-tiered fire control tops, replaced the old cage masts; 5-inch, 25-caliber antiaircraft guns replaced the 3-inch, 50s with which she had been equipped. She also received additional armor to protect her vitals from the fall of shot and blisters to protect her from torpedo or near-miss damage from bombs. In addition, she received new boilers as well as new main and cruising turbines. Ultimately, she was placed in full commission on 1 March 1931.

A little over two weeks later, on 19 March 1931, President Herbert C. Hoover embarked on board the recently modernized battleship, and sailed for Puerto Rico and the Virgin Islands, standing out to sea from Hampton Roads that day. Returning on 29 March, *Arizona* disembarked the Chief Executive and his party at Hampton Roads, and then proceeded north to Rockland, Maine, to run her post-modernization standardization trials. After a visit to Boston, the battleship dropped down to Norfolk, whence she sailed for San Pedro on 1 August 1931, assigned to Battleship Division 3, Battle Force.

Over the next decade, *Arizona* continued to operate with the Battle Fleet, and took part in the succession of fleet problems that took the fleet from the waters of the northern Pacific and Alaska to those surrounding the West Indies, and into the waters east of the lesser Antilles.

On 17 September 1938, *Arizona* became the flagship for Battleship Division 1, when Rear Admiral Chester W. Nimitz (later to become Commander-in-Chief, Pacific Fleet) broke his flag on board. Detached 27 May 1939 to become Chief of the Bureau of Navigation, Nimitz was relieved on that day by Rear Admiral Russell Willson.

Arizona's last fleet problem was XXI. At its conclusion, the United States Fleet was retained in Hawaiian waters, based at Pearl Harbor. She operated in the Hawaiian Operating Area until late that summer, when she returned to Long Beach on 30 September 1940. She was then overhauled at the Puget Sound Navy Yard, Bremerton, Wash., into the following year. Her last flag change-of-command occurred on 23 January 1941, when Rear Admiral Wilson was relieved as Commander, Battleship Division 1 by Rear Admiral Isaac C. Kidd.

The battleship returned to Pearl Harbor on 3 February 1941 to resume the intensive training maintained by the Pacific Fleet. She made one last visit to the west coast, clearing "Pearl" on 11 June 1941 for Long Beach, ultimately returning to her Hawaiian base on 8 July. Over the next five months, she continued exercises and battle problems of various kinds on type training and tactical exercises in the Hawaiian operating area. She underwent a brief overhaul at the Pearl Harbor Navy Yard commencing on 27 October 1941, receiving the foundation for a search radar atop her foremast. She conducted her last training in company with her division mates *Nevada* (BB-36) and *Oklahoma* (BB-37), conducting a night firing exercise on the night of 4 December 1941. All three ships moored at quays ("keys") along Ford Island on the 5th.

Scheduled to receive tender availability, *Arizona* took the repair ship *Vestal* (AR-4) alongside on Saturday, the 6th. The two ships were thus moored together on the morning of 7 December; among the men on board *Arizona* that morning were Rear Admiral Kidd and the battleship's captain, Capt. Franklin van Valkenburgh.

Shortly before 0800, Japanese aircraft from six fleet carriers struck the Pacific Fleet as it lay in port at Pearl Harbor, and in the ensuing two attack waves, wrought devastation on the Battle Line and on air and military facilities defending Pearl Harbor.

On board *Arizona*, the ship's air raid alarm went off about 0755, and the ship went to general quarters soon thereafter. Insofar as it could be determined soon after the attack, the ship sustained eight bomb hits; one hit on the forecastle, glancing off the face plate of turret II to penetrating the deck to explode in the black powder magazine, which in turn set off adjacent smokeless powder magazines. A cataclysmic explosion ripped through the forward part of the ship, touching off fierce fires that burned for two days; debris showered down on Ford Island in the vicinity.

Acts of heroism on the part of *Arizona's* officers and men were many, headed by those of Lt. Comdr. Samuel G. Fuqua, the ship's damage control officer, whose coolness in attempting to quell the fires and get survivors off the ship earned him the Medal of Honor. Posthumous awards of the Medal of Honor also

went to Rear Admiral Isaac Kidd, the first flag officer to be killed in the Pacific war, and to Capt. Van Valkenburgh, who reached the bridge and was attempting to fight his ship when the bomb hit on the magazines destroyed her.

The blast that destroyed *Arizona* and sank her at her berth alongside of Ford Island consumed the lives of 1,103 of the 1,400 on board at the time—over half of the casualties suffered by the entire fleet on the "Day of Infamy."

Placed "in ordinary" at Pearl Harbor on 29 December 1941, *Arizona* was struck from the Naval Vessel Register on 1 December 1942. Her wreck was cut down so that very little of the superstructure lay above water; her after main battery turrets and guns were removed to be emplaced as coast defense guns. *Arizona's* wreck remains at Pearl Harbor, a memorial to the men of her crew lost that December morn in 1941. On 7 March 1950, Admiral Arthur W. Radford, Commander in Chief of the Pacific Fleet at that time, instituted the raising of colors over *Arizona's* remains, and legislation during the administrations of Presidents Dwight D. Eisenhower and John F. Kennedy designated the wreck a national shrine. A memorial was built; it was dedicated on 30 May 1962.

Arizona (BB-39) was awarded one battle star for her service in World War II.

Arizonan

(Freighter: dp. 19,419; l. 490'0"; b. 57'2"; dr. 31'6" (mean); s. 10.15 k.; cpl. 97; a. 1 5", 1 3")

Arizonan—a steel-hulled, twin-screw cargo vessel—was completed in early 1903 at San Francisco, Calif., by Union Iron Works. The ship operated under the house flag of the American-Hawaiian Steamship Co. from 1903 to 1917, and received a defensive armament and a Navy Armed Guard detachment to man it.

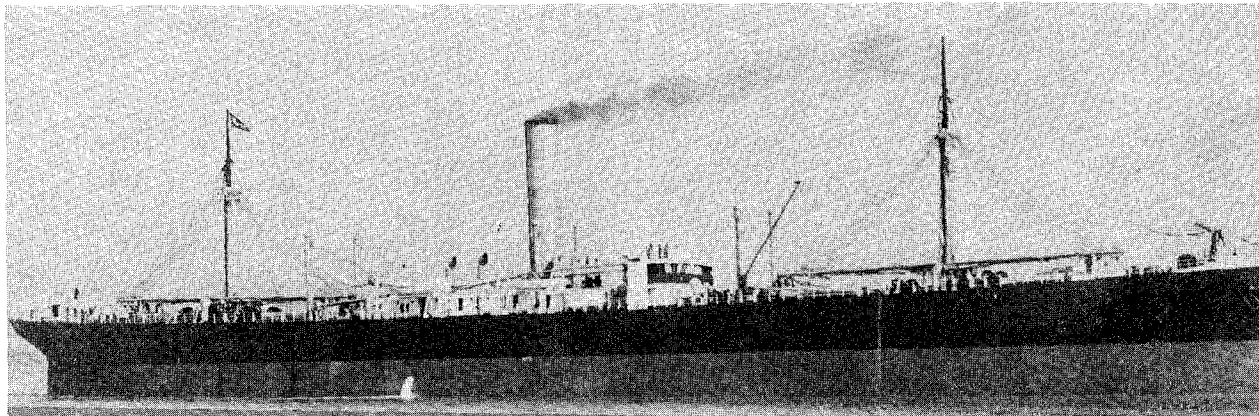
In the summer of 1918, plans were made to have the ship manned by the Navy for the Army account. The Commandant of the 5th Naval District was authorized to fit out the ship for operation by the Naval Overseas Transportation Service (NOTS) as long as the turnover could be accomplished without delaying the loading of the ship's next consignment of cargo. Accordingly, *Arizonan*—designated Id. No. 4542A—was taken over by the Navy on 10 August 1918 and was commissioned on 14 August as she lay at an Army pier in Norfolk, Va., Lt. Comdr. Henry R. Patterson, USNRF, in command.

Two days later, the ship moved to Newport News, Va., where she took on cargo—including 50 trucks as deck load—earmarked for the American Expeditionary Force in France. Underway on the morning of 30 August, she crossed the Atlantic in convoy and, after a brief stopover at Gibraltar on 17 and 18 September, reached Marseilles late in the afternoon of 21 September and, over the ensuing days, discharged her cargo.

Departing Marseilles on 18 October, *Arizonan* returned to Newport News in ballast, reaching the C&O piers on the evening of 7 November. Four days later, on the same day upon which the Armistice was signed, *Arizonan* moved out into the stream, opposite the Newport News Shipbuilding and Drydock Co. yards. After a drydocking and repairs, the ship sailed for New York on the afternoon of 18 November.

Undergoing further repairs and alterations first at the Shewan and later at the Morse Drydock company yard, *Arizonan* was taken in hand for conversion to a troop transport, her armament being removed at the latter yard. Reassigned to the Cruiser Transport Force on 14 December 1918, *Arizonan* remained at the Morse yard until late in January 1919 before shifting to one of the Army's major terminals, Bush Terminals, Brooklyn, N. Y., to load additional gear in line with her recent metamorphosis to a troopship. Subsequently underway on the afternoon of 26 February 1919, the ship reached Bassens, France—a northeastern suburb of Bordeaux where the American Army had built a port facility during the war—on the evening of 12 March. Indicative of the precautions taken against any mines which might still be in French waters, the ship streamed paravanes soon after sighting the European coast the previous day.

Over the ensuing months, *Arizonan* conducted four more round-trip voyages to France, departing from Bush Terminals for the outwardbound voyages and concluding the last at Hoboken, N. J. During her first run (26 February to 3 April), she unloaded cargo at Bassens and brought on board returning



Arizonan, photographed before World War I. (NH 64589)

"doughboys" at Paulliac; during the second (12 April to 20 May), the ship embarked troops at Bordeaux; and the third (7 June to 6 July) found the ship embarking troops at St. Nazaire for the voyage homeward-bound from "over there."

Arizonan left Brooklyn on 11 July 1919 for the fourth in this series of shuttle runs to Europe. Four days out, she encountered the disabled *Edward Luckenbach* (Id. No. 1662) and towed that Naval Overseas Transportation Service cargo ship 425 miles back toward Boston. Coast Guard cutter *Ossipee* joined them on the afternoon of the 17th. On the morning of the 19th, she took over the towing duty from *Arizonan*, freeing the latter to continue on her voyage. *Arizonan* ultimately made port at St. Nazaire on the morning of the 30th.

Completing her loading of return cargo by 19 August—accomplished with an interesting labor force: French stevedores and German prisoners of war—*Arizonan* embarked a comparatively small group of passengers 14 Army officers, six field clerks, and four enlisted men, and got underway that morning for the United States on her final voyage under the auspices of the Cruiser Transport Force.

Reaching Hoboken on 2 September, the troopship finished discharging cargo and disembarking her passengers by the 11th and shifted to the Shewan's yard later that day. She moved thence to Hoboken on the afternoon of the 17th. Over the ensuing days, workmen removed and dismantled the trappings of a troopship, and—as the ship lay moored alongside the transport *Pretoria* at pier 9, Army Docks, Hoboken—she was decommissioned on 29 September 1919. Her name was struck from the Navy list that same day.

Returned to her prewar owner, the American-Hawaiian Steamship Co., *Arizonan* operated under the flag of that company through the mid-1920's. Transferred to Japanese ownership sometime during 1927 and 1928, her documentary trail runs cold soon thereafter, suggesting that the ship may have been cut up for scrap.

Arkab

A star in the constellation Sagittarius.

(AK-130: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 230; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Before the start of her construction, *Warren Stone*—a freighter built under a Maritime Commission contract (MCE hull 2449) at New Orleans, La., by the Delta Shipbuilding Corp.—was slated for Navy use, renamed *Arkab*, and designated AK-130 on 1 December 1943. Her keel was laid down on 4 December 1943; and the ship was launched on 22 January 1944; sponsored by Mrs. Charles E. Williams; acquired by the Navy; and commissioned on 21 February 1944 for passage to Mobile, Ala.; decommissioned there on 25 February 1944 for conversion by the Alabama Shipbuilding & Drydock Co.; and recommissioned on 15 May 1944, Comdr. Firman F. Knachel in command.

Arkab held shakedown training in Chesapeake Bay through mid-June. She sailed on 30 June for the Pacific. After transiting the Panama Canal, *Arkab* moored at Pago Pago, Samoa, on 29 August. Cargo destined for New Caledonia was taken on board, and *Arkab* reached Noumea on 10 September. There, she embarked 200 military passengers for transportation to the west coast.

Upon her arrival at San Francisco, Calif., *Arkab* underwent voyage repairs. On 10 November, she departed the west coast on the first of a series of supply runs to bases in the Pacific. By the end of November 1945 the ship had steamed some 60,000 miles. Ports of call included Pearl Harbor; Manus Island, Admiralty Islands; Milne Bay and Langemak, New Guinea; Saipan; and Eniwetok. Although not equipped to accommodate troops, *Arkab* transported over 1,200 passengers during her career.

The ship terminated the final voyage of her career at Norfolk, Va., on 16 December. *Arkab* was decommissioned on 2 January 1946, turned over to the War Shipping Administration for disposal, placed in the National Defense Reserve Fleet, and laid up in the James River berthing area. Her name was struck from the Navy list on 21 January 1946. She was sold on 21 September 1971 to N. V. Intershitra, of Rotterdam, Netherlands, and scrapped.

Arkansas

Arkansas was admitted to the Union on 15 June 1836 as the 25th state. The name is derived from a word used by the Quapaw Indians to designate the territory that now comprises the state. The Jesuit missionary and explorer, Pere Jacques Marquette and his confreres recorded the term as Alkansas and as Akamsea. No meaning for the Algonquin word itself has been found.

I

(ScStr: t. 752; l. 191'; b. 30'; dph. 19'; s. 15 k.; cpl. 88; a. 4 32-pdr. sb., 1 12-pdr. r.)

The first *Arkansas*—a wooden-hulled, barkentine-rigged, screw steamer built at Philadelphia in 1863 as *Tonawanda*—was purchased by the Navy at Philadelphia on 27 June 1863 from Messrs. S. & J. M. Flanagan; and commissioned in the Philadelphia Navy Yard on 29 June 1863, Acting Volunteer Lieutenant William H. West in command.

Assigned to the West Gulf Blockading Squadron, the new steamer reported for duty on 10 October 1863 to Commodore Henry H. Bell who had temporary command of the squadron while Rear Admiral David G. Farragut was home on leave. She was given the task of maintaining communications with and carrying supplies to the Union warships which were stationed on blockade duty along the coast of Texas. Throughout her naval career she alternated with *Augusta Dinsmore* on logistic cruises which took them as far south as Brownsville, Tex.

On 27 September 1864, while steaming in the gulf on one of

these supply runs, *Arkansas*—then commanded by Acting Volunteer Lieutenant David Cate—encountered the schooner *Watchful* purportedly sailing from New York to Matamoras, Mexico, with a cargo of lumber and petroleum. Her master claimed that his ship had begun leaking; and he, therefore, had changed course to New Orleans to seek repairs. However, when Cate examined the schooner's cargo, he found crates of arms hidden under the lumber and consequently seized the vessel which he sent to New Orleans under a prize crew for adjudication.

After the collapse of the Confederacy, *Arkansas* departed New Orleans on 5 June 1865 and sailed north to Portsmouth, N.H. She was decommissioned in the navy yard there on 30 June 1865 and was sold at public auction on 20 July 1865 to Mr. George S. Leach of Portsmouth. Redocumented as *Tonawanda* on 1 August 1865, the steamer served as a coastal merchantman until she was stranded on Grecian Shoals, Fla., on 28 March 1866 and was lost.

II

The second *Arkansas*—a single-turreted, "New-Navy" monitor commissioned on 28 October 1902—was renamed *Ozark* (q.v.) on 2 March 1909.

III

(Battleship No. 33; dp. 27,243; l. 562'; b. 93'1 1/2"; dr. 28'6"; s. 21.05 k.; cpl. 1,036; a. 12 12", 21 5", 2 21" tt.; cl. *Wyoming*)

The third *Arkansas* (Battleship No. 33) was laid down on 25 January 1910 at Camden, N.J., by the New York Shipbuilding Co.; launched on 14 January 1911; sponsored by Miss Nancy Louise Macon; and commissioned at the Philadelphia Navy Yard on 17 September 1912, Capt. Roy C. Smith in command.

The new battleship took part in a fleet review by President William H. Taft in the Hudson River off New York City on 14

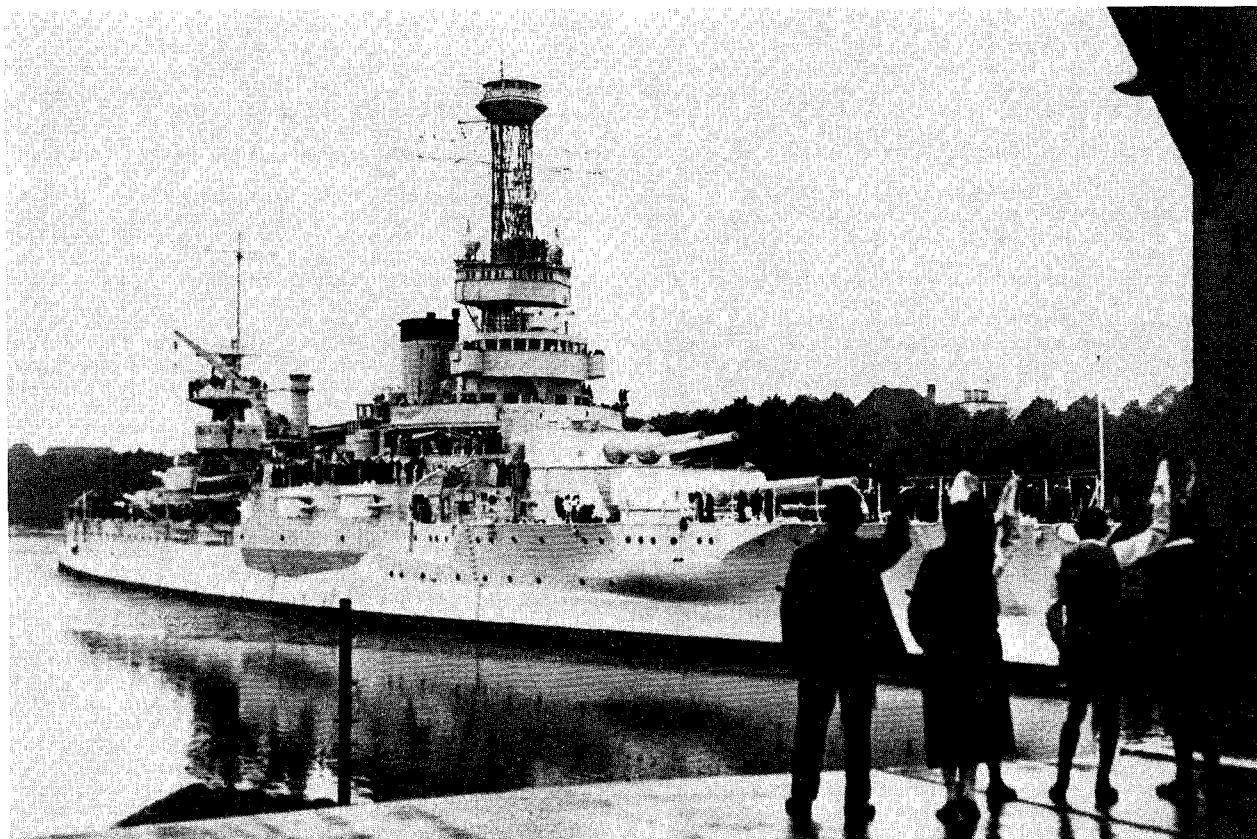
October, and received a visit from the Chief Executive that day. She then transported President Taft to the Panama Canal Zone for an inspection of the unfinished isthmian waterway. After putting the inspection party ashore, *Arkansas* sailed to Cuban waters for shakedown training. She then returned to the Canal Zone on 26 December to carry President Taft to Key West, Fla.

Following this assignment, *Arkansas* joined the Atlantic Fleet for maneuvers along the east coast. The battleship began her first overseas cruise in late October 1913, and visited several ports in the Mediterranean. At Naples, Italy, on 11 November 1913, the ship celebrated the birthday of the King of Italy.

Earlier in October 1913, a coup in Mexico had brought to power a dictator, Victoriano Huerta. The way in which Huerta had come to power, however, proved contrary to the idealism of President Woodrow Wilson, who insisted on a representative government, rather than a dictatorial one, south of the American-Mexican border. Mexico had been in turmoil for several years, and the United States Navy maintained a force of ships in those waters ready to protect American lives.

In a situation where tension exists between two powers, incidents are bound to occur. One such occurred at Tampico in the spring of 1914, and although the misunderstanding was quickly cleared up locally, the prevailing state of tension produced an explosive situation. Learning that a shipment of arms for Huerta was due to arrive at Veracruz, President Wilson ordered the Navy to prevent the landing of the guns by seizing the customs house at that port.

While a naval force under Rear Admiral Henry T. Mayo was already present in Mexican waters, the President directed that the Atlantic Fleet, under Rear Admiral Charles J. Badger, proceed to Veracruz. *Arkansas* participated in the landings at Veracruz, contributing a battalion of four companies of bluejackets, a total of 17 officers and 313 enlisted men under the command of Lt. Comdr. Arthur B. Keating. Among the junior officers was Lt. (jg.) Jonas H. Ingram, who would be awarded the Medal of



Arkansas (BB-33) enters the Kaiser Wilhelm Canal, Kiel, Germany, 6 June 1937, during a midshipman training cruise. (NH 57691)

Honor for heroism at Veracruz, as would Lt. John Grady, who commanded the artillery of the 2d Seaman Regiment.

Landing on 22 April, *Arkansas's* men took part in the slow, methodical street fighting that eventually secured the city. Two *Arkansas* sailors, Ordinary Seamen Louis O. Fried and William L. Watson, died of their wounds on 22 April. *Arkansas's* battalion returned to the ship on 30 April, and the ship remained in Mexican waters through the summer before setting course on 30 September to return to the east coast. During her stay at Veracruz, she received calls from Capt. Franz von Papen, the German military attache to the United States and Mexico, and Rear Admiral Sir Christopher Cradock, on 10 and 30 May 1914, respectively.

The battleship reached Hampton Roads, Va., on 7 October, and after a week of exercises, *Arkansas* sailed to the New York Navy Yard, for repairs and alterations. She then returned to the Virginia capes area for maneuvers on the Southern Drill Grounds. On 12 December, *Arkansas* returned to the New York Navy Yard for further repairs.

She was underway again on 16 January 1915, and returned to the Southern Drill Grounds for exercises there from 19 to 21 January. Upon completion of these, *Arkansas* sailed to Guantanamo Bay, Cuba, for fleet exercises. Returning to Hampton Roads on 7 April, the battleship began another training period in the Southern Drill Grounds. On 23 April, she headed to the New York Navy Yard for a two-month repair period. *Arkansas* then left New York on 25 June bound for Newport, R.I. She conducted torpedo practice and tactical maneuvers in Narragansett Bay through late August.

Returning to Hampton Roads on 27 August, the battleship engaged in maneuvers in the Norfolk area through 4 October, then sailed once again to Newport. There, *Arkansas* carried out strategic exercises from 5 to 14 October. On 15 October, the battleship arrived at the New York Navy Yard for drydocking. Underway on 8 November, she returned to Hampton Roads. After a period of routine operations, *Arkansas* went back to Brooklyn for repairs on 19 October. The ship sailed on 5 January 1916 for Hampton Roads. Pausing there only briefly, *Arkansas* pushed on to the Caribbean for winter maneuvers.

She visited the West Indies and Guantanamo Bay before returning to the United States on 12 March for torpedo practice off Mobile Bay. The battleship then steamed back to Guantanamo Bay on 20 March and remained there until mid-April. On 15 April, the battleship was once again at the New York Navy Yard for overhaul.

On 6 April 1917, the United States entered World War I on the side of the Allied and Associated Powers. The declaration of war found *Arkansas* attached to Battleship Division 7 and patrolling the York River in Virginia. For the next 14 months, *Arkansas* carried out patrol duty along the east coast and trained gun crews for duty on armed merchantmen.

In July 1918, *Arkansas* received orders to proceed to Rosyth, Scotland, to relieve *Delaware* (Battleship No. 28). *Arkansas* sailed on 14 July. On the eve of her arrival in Scotland, the battleship opened fire on what was believed to be the periscope wake of a German U-boat. Her escorting destroyers dropped depth charges, but scored no hits. *Arkansas* then proceeded without incident and dropped anchor at Rosyth on 28 July.

Throughout the remaining three and one-half months of war, *Arkansas* and the other American battleships in Rosyth operated as part of the British Grand Fleet as the 6th Battle Squadron.

The armistice ending World War I became effective on 11 November. The 6th Battle Squadron and other Royal Navy units sailed to a point some 40 miles east of May Island at the entrance of the Firth of Forth. *Arkansas* was present at the internment of the German High Seas Fleet in the Firth of Forth on 21 November 1918.

The American battleships were detached from the British Grand Fleet on 1 December. From the Firth of Forth, *Arkansas* sailed to Portland, England, thence out to sea to meet the transport *George Washington*, with President Wilson on board. *Arkansas*—along with other American battleships—escorted the President's ship into Brest, France, on 13 December 1918. From that French port, *Arkansas* sailed to New York City, where she arrived on 26 December to a tumultuous welcome. Secretary of the Navy Josephus Daniels reviewed the assembled battleship fleet from the yacht *Mayflower*.

Following an overhaul at the Norfolk Navy Yard, *Arkansas* joined the fleet in Cuban waters for winter maneuvers. Soon

thereafter, the battleship got underway to cross the Atlantic. On 12 May 1919, she reached Plymouth, England; thence she headed back out in the Atlantic to take weather observations on 19 May and act as a reference vessel for the flight of the Navy Curtiss (NC) flying boats from Trepassey Bay, Newfoundland, to Europe.

Her role in that venture completed, *Arkansas* proceeded thence to Brest, where she embarked Admiral William S. Benson, the Chief of Naval Operations, and his wife, on 10 June, upon the admiral's return from the Peace Conference in Paris, before departing for New York. She arrived on 20 June 1919.

Arkansas sailed from Hampton Roads on 19 July 1919, assigned to the Pacific Fleet. Proceeding via the Panama Canal, the battleship steamed to San Francisco, where, on 6 September 1919, she embarked Secretary of the Navy and Mrs. Josephus Daniels. Disembarking the Secretary and his wife at Blakely Harbor, Wash., on the 12th, *Arkansas* was reviewed by President Wilson, on the 13th, the Chief Executive having embarked in the famed *Oregon* (Battleship No. 3). On 19 September 1919, *Arkansas* entered the Puget Sound Navy Yard for a general overhaul. Resuming her operations with the fleet in May 1920, *Arkansas* operated off the California coast. On 17 July 1920, *Arkansas* received the designation BB-33 as the ships of the fleet received alphanumeric designations. That September, she cruised to Hawaii for the first time. Early in 1921, the battleship visited Valparaiso, Chile, manning the rail in honor of the Chilean president.

Arkansas's peacetime routine consisted of an annual cycle of training interspersed with periods of upkeep or overhaul. The battleship's schedule also included competitions in gunnery and engineering and an annual fleet problem. Becoming flagship for the Commander, Battleship Force, Atlantic Fleet, in the summer of 1921, *Arkansas* began operations off the east coast that August.

For a number of years, *Arkansas* was detailed to take midshipmen from the Naval Academy on their summer cruises. In 1923, the battleship steamed to Europe, visiting Copenhagen, Denmark (where she was visited by the King of Denmark on 2 July 1923); Lisbon, Portugal; and Gibraltar. *Arkansas* conducted another midshipman training cruise to European waters the following year, 1924. In 1925, the cruise was to the west coast of the United States. During this time, on 30 June 1925, *Arkansas* arrived at Santa Barbara, Calif., in the wake of an earthquake. The battleship, along with *McCawley* (DD-276) and *Eagle* 34 (PE-34) landed a patrol of bluejackets for policing Santa Barbara, and established a temporary radio station ashore for the transmission of messages.

Upon completion of the 1925 midshipman cruise, *Arkansas* entered the Philadelphia Navy Yard for modernization. Her coal-burning boilers were replaced with oil-fired ones. Additional deck armor was installed, a single stack was substituted for the original pair, and the after cage mast was replaced by a low tripod. *Arkansas* left the yard in November 1926 and, after a shake-down cruise along the eastern seaboard and to Cuban waters, returned to Philadelphia to run acceptance trials. Resuming her duty with the fleet soon thereafter, she operated from Maine to the Caribbean; on 5 September 1927, she was present at ceremonies unveiling a memorial tablet honoring the French soldiers and sailors who died during the campaign at Yorktown in 1781.

In May 1928, *Arkansas* again embarked midshipmen for their practice cruise along the eastern seaboard and down into Cuban waters. During the first part of 1929, she operated near the Canal Zone and in the Caribbean, returning in May 1929 to the New York Navy Yard for overhaul. After embarking midshipmen at Annapolis, *Arkansas* carried out her 1929 practice cruise to Mediterranean and English waters, returning in August to operate with the Scouting Fleet off the east coast.

In 1930 and 1931, *Arkansas* was again detailed to carry out midshipmen's practice cruises; in the former year she visited Cherbourg, France; Kiel, Germany; Oslo, Norway; and Edinburgh, Scotland; in the latter her itinerary included Copenhagen, Denmark; Greenock, Scotland; and Cadiz, Spain, as well as Gibraltar. In September 1931, the ship visited Halifax, Nova Scotia. In October, *Arkansas* participated in the Yorktown Sesquicentennial celebrations, embarking President Herbert Hoover and his party on 17 October and taking them to the exposition. She later transported the Chief Executive and his party back to Annapolis on 19 and 20 October. Upon her return, the battleship entered the Philadelphia Navy Yard, where she remained until January 1932.

Upon leaving the navy yard, *Arkansas* sailed for the west

coast, calling at New Orleans, La., en route, to participate in the Mardi Gras celebration. Assigned duty as flagship of the Training Squadron, Atlantic Fleet, *Arkansas* operated continuously on the west coast of the United States into the spring of 1934, at which time she returned to the east coast.

In the summer of 1934, the battleship conducted a midshipman practice cruise to Plymouth, England; Nice, France; Naples, Italy, and to Gibraltar, returning to Annapolis in August; proceeding thence to Newport, R.I., where she manned the rail for President Franklin D. Roosevelt as he passed on board the yacht *Nourmahal*, and was present for the International Yacht Race. *Arkansas*' cutter defeated the cutter from the British light cruiser HMS *Dragon* for the Battenberg Cup, and the City of Newport Cup.

In January 1935, *Arkansas* transported the 1st Battalion, 5th Marines, to Culebra for a fleet landing exercise, and in June conducted a midshipman practice cruise to Europe, visiting Edinburgh, Oslo (where King Haakon VII of Norway visited the ship), Copenhagen, Gibraltar and Funchal on the island of Madeira. After disembarking Naval Academy midshipmen at Annapolis in August 1935, *Arkansas* proceeded to New York. There she embarked reservists from the New York area and conducted a Naval Reserve cruise to Halifax, Nova Scotia in September. Upon completion of that duty, she underwent repairs and alterations at the New York Navy Yard that October.

In January 1936, *Arkansas* participated in Fleet Landing Exercise No. 2 at Culebra, and then visited New Orleans for the Mardi Gras festivities before she returned to Norfolk for a navy yard overhaul which lasted through the spring of 1936. That summer she carried out a midshipman training cruise to Portsmouth, England; Goteborg, Sweden; and Cherbourg, before she returned to Annapolis that August. Steaming thence to Boston, the battleship conducted a Naval Reserve training cruise before putting into the Norfolk Navy Yard for an overhaul that October.

The following year, 1937, saw *Arkansas* make a midshipman practice cruise to European waters, visiting ports in Germany and England, before she returned to the east coast of the United States for local operations out of Norfolk. During the latter part of the year, the ship also ranged from Philadelphia and Boston to St. Thomas, Virgin Islands, and Cuban waters. During 1938 and 1939, the pattern of operations largely remained as it had been in previous years, her duties in the Training Squadron largely confining her to the waters of the eastern seaboard.

The outbreak of war in Europe in September 1939 found *Arkansas* at Hampton Roads, preparing for a Naval Reserve cruise. She soon got underway and transported seaplane moorings and aviation equipment from the naval air station at Norfolk to Narragansett Bay for the seaplane base that was to be established there. While at Newport, *Arkansas* took on board ordnance material for destroyers and brought it back to Hampton Roads.

Arkansas departed Norfolk on 11 January 1940, in company with *Texas* (BB-35) and *New York* (BB-34), and proceeded thence to Guantanamo Bay for fleet exercises. She then participated in landing exercises at Culebra that February, returning via St. Thomas and Culebra to Norfolk. Following an overhaul at the Norfolk Navy Yard (18 March to 24 May), *Arkansas* shifted to the Naval Operating Base (NOB), Norfolk, where she remained until 30 May. Sailing on that day for Annapolis, the battleship, along with *Texas* and *New York*, conducted a midshipman training cruise to Panama and Venezuela that summer. Before the year was out, *Arkansas* would conduct three V-7 Naval Reserve training cruises, these voyages taking her to Guantanamo Bay, the Canal Zone, and Chesapeake Bay.

Over the months that followed, the United States gradually edged toward war in the Atlantic; early the following summer, after the decision to occupy Iceland had been reached, *Arkansas* accompanied the initial contingent of marines to that place. That battleship, along with *New York*, and the light cruiser *Brooklyn* (CL-40) provided the heavy escort for the convoy. Following this assignment, *Arkansas* sailed to Casco Bay, Maine, and was present there when the Atlantic Charter conferences took place on board *Augusta* (CA-31) between President Franklin D. Roosevelt and British Prime Minister Winston Churchill. During the conference, the battleship provided accommodations for the Under Secretary of State, Sumner Welles, and Mr. Averell Harriman, from 8 to 14 August 1941.

The outbreak of war with the Japanese attack upon the Pacific Fleet at Pearl Harbor found *Arkansas* at anchor in Casco Bay, Maine. One week later, on 14 December, she sailed to Hvalf-

jordur, Iceland. Returning to Boston, via Argentia, on 24 January 1942, *Arkansas* spent the month of February carrying out exercises in Casco Bay in preparation for her role as an escort for troop and cargo transports. On 6 March, she arrived at Norfolk to begin overhaul. Underway on 2 July, *Arkansas* conducted shakedown in Chesapeake Bay, then proceeded to New York City, where she arrived on 27 July.

The battleship sailed from New York on 6 August, bound for Greenock, Scotland. Two days later, the ships paused at Halifax, Nova Scotia, then continued on through the stormy North Atlantic. The convoy reached Greenock on the 17th, and *Arkansas* returned to New York on 4 September. She escorted another Greenock-bound convoy across the Atlantic, then arrived back at New York on 20 October. With the Allied invasion of North Africa, American convoys were routed to Casablanca to support the operations. Departing New York on 3 November, *Arkansas* covered a troop convoy to Morocco, and returned to New York on 11 December for overhaul.

On 2 January 1943, *Arkansas* sailed to Chesapeake Bay for gunnery drills. She returned to New York on 30 January and began loading supplies for yet another transatlantic trip. The battleship made two runs between Casablanca and New York City from February through April. In early May, *Arkansas* was drydocked at the New York Navy Yard, emerging from that period of yard work to proceed to Norfolk on 26 May.

Arkansas assumed her new duty as a training ship for midshipmen, based at Norfolk. After four months of operations in Chesapeake Bay, the battleship returned to New York to resume her role as a convoy escort. On 8 October, the ship sailed for Bangor, Ireland. She was in that port throughout November, and got underway to return to New York on 1 December. *Arkansas* then began a period of repairs on 12 December. Clearing New York for Norfolk two days after Christmas of 1943, *Arkansas* closed the year in that port.

The battleship sailed on 19 January 1944 with a convoy bound for Ireland. After seeing the convoy safely to its destination, the ship reversed her course across the Atlantic and reached New York on 13 February. *Arkansas* went to Casco Bay on 28 March for gunnery exercises, before she proceeded to Boston on 11 April for repairs.

On 18 April, *Arkansas* sailed once more for Bangor, Ireland. Upon her arrival, the battleship began a training period to prepare for her new role as a shore bombardment ship. On 3 June, *Arkansas* sailed for the French coast to support the Allied invasion of Normandy. The ship entered the Baie de la Seine on 6 June, and took up a position 4,000 yards off "Omaha" beach. At 0552, *Arkansas*'s guns opened fire. During the day, the venerable battleship underwent shore battery fire and air attacks; over ensuing days she continued her fire support. On the 13th, *Arkansas* shifted to a position off Grandcamp les Bains.

On 25 June 1944, *Arkansas* duelled with German shore batteries off Cherbourg, the enemy repeatedly straddling the battleship but never hitting her. Her big guns helped support the Allied attack on that key port, and led to the capture of it the following day. Retiring to Weymouth, England, and arriving there at 2220, the battleship shifted to Bangor, on 30 June.

Arkansas stood out to sea on 4 July, bound for the Mediterranean. She passed through the Strait of Gibraltar and anchored at Oran, Algeria, on 10 July. On the 18th, she got underway, and reached Taranto, Italy, on 21 July. The battleship remained there until 6 August, then shifted to Palermo, Sicily, on the 7th.

On 14 August, Operation "Anvil" the invasion of the southern French coast between Toulon and Cannes, began. *Arkansas* provided fire support for the initial landings on 15 August, and continued her bombardment through 17 August. After stops at Palermo and Oran, *Arkansas* set course for the United States. On 14 September, she reached Boston, and received repairs and alterations through early November. The yard period completed on 7 November, *Arkansas* sailed to Casco Bay for three days of refresher training. On 10 November, *Arkansas* shaped a course south for the Panama Canal Zone. After transiting the canal on 22 November, *Arkansas* headed for San Pedro, Calif. On 29 November, the ship was again underway for exercises held off San Diego. She returned on 10 December to San Pedro.

After three more weeks of preparations, *Arkansas* sailed for Pearl Harbor on 20 January 1945. One day after her arrival there, she sailed for Ulithi, the major fleet staging area in the Carolines, and continued thence to Tinian, where she arrived on 12 February. For two days, the vessel held shore bombardment practice prior to her participation in the assault on Iwo Jima.

At 0600 on 16 February, *Arkansas* opened fire on Japanese strong points on Iwo Jima as she lay off the island's west coast. The old battlewagon bombarded the island through the 19th, and remained in the fire support area to provide cover during the evening hours. During her time off the embattled island, *Arkansas* shelled numerous Japanese positions, in support of the bitter struggle by the marines to root out and destroy the stubborn enemy resistance. She cleared the waters off Iwo Jima on 7 March to return to Ulithi. After arriving at that atoll on the 10th, the battleship rearmed, provisioned, and fueled in preparation for her next operation, the invasion of Okinawa.

Getting underway on 21 March, *Arkansas* began her preliminary shelling of Japanese positions on Okinawa on 25 March, some days ahead of the assault troops which began wading ashore on 1 April. The Japanese soon began an aerial onslaught, and *Arkansas* fended off several kamikazes. For 46 days, *Arkansas* delivered fire support for the invasion of Okinawa. On 14 May, the ship arrived at Apra Harpor, Guam, to await further assignment.

After a month at Apra Harbor, part of which she spent in drydock, *Arkansas* got underway on 12 June for Leyte Gulf. She anchored there on the 16th, and remained in Philippine waters until the war drew to a close in August. On the 20th of that month, *Arkansas* left Leyte to return to Okinawa, and reached Buckner Bay on 23 August. After a month spent in port, *Arkansas* embarked approximately 800 troops for transport to the United States as part of the "Magic Carpet" to return American servicemen home as quickly as possible. Sailing on 23 September, *Arkansas* paused briefly at Pearl Harbor en route, and ultimately reached Seattle on 15 October. During the remainder of the year, the battleship made three more trips to Pearl Harbor to shuttle soldiers back to the United States.

During the first months of 1946, *Arkansas* lay at San Francisco. In late April the ship got underway for Hawaii. She reached Pearl Harbor on 8 May, and stood out of Pearl Harbor on 20 May, bound for Bikini Atoll, earmarked for use as target for atomic bomb testing in Operation "Crossroads." On 25 July 1946, the venerable battleship was sunk in Test "Baker" at Bikini. Decommissioned on 29 July 1946, *Arkansas* was struck from the Naval Vessel Register on 15 August 1946.

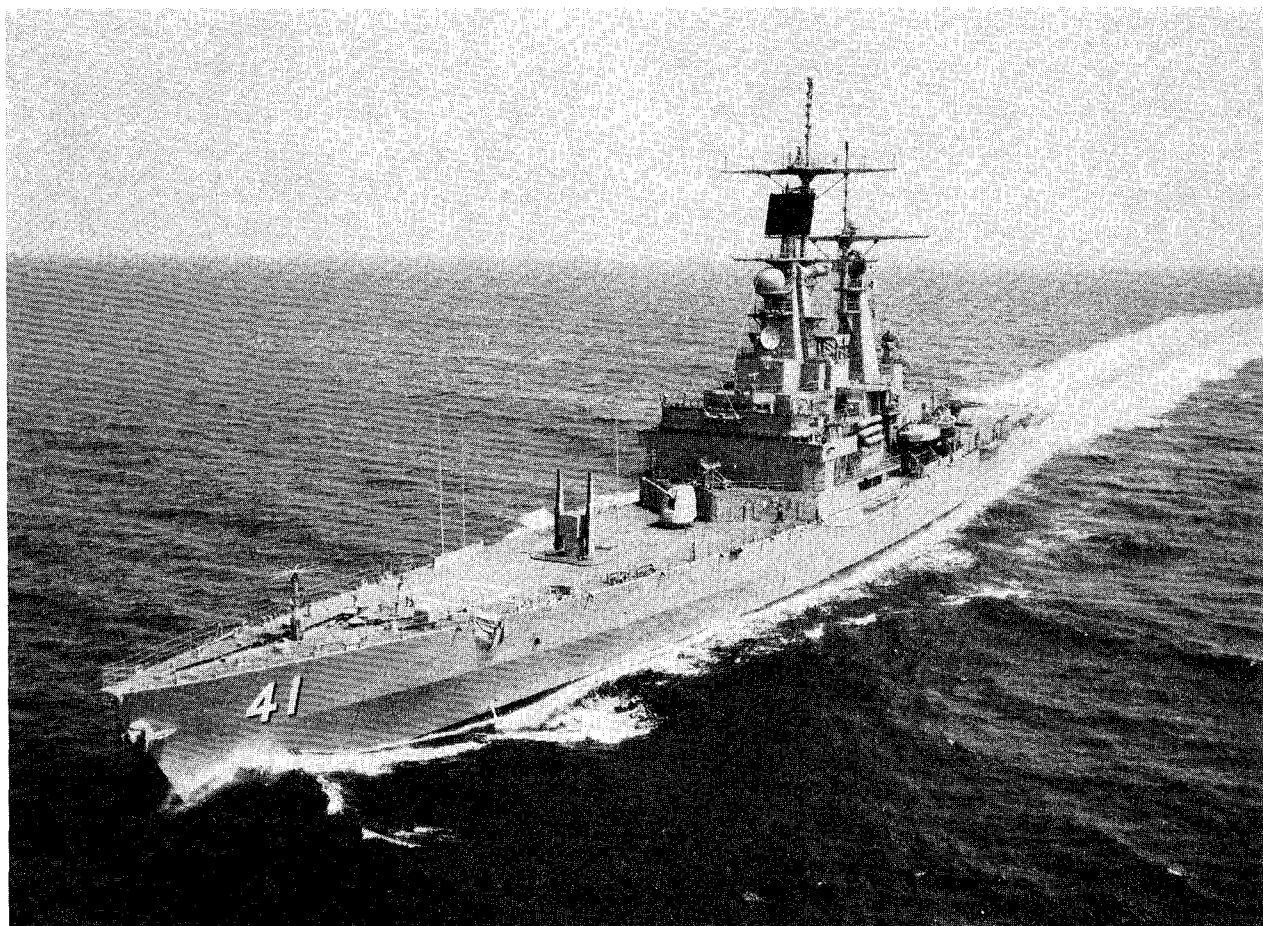
Arkansas received four battle stars for her World War II service.

IV

(CGN-41: dp. 9,473 (f.); l. 585'; b. 63'; dr. 30'6"; s. 30+ k.; cpl. 473; a. 2 mis. ln., 2 5", ASROC, Standard missile, Tartar, LAMPS, 6 15.5" tt.; cl. *Virginia*)

The fourth *Arkansas* (CGN-41) was laid down on 17 January 1977 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Co.; launched on 21 October 1978; sponsored by Mrs. Dale Bumpers, the wife of United States Senator Dale Bumpers, of Arkansas; and commissioned on 18 October 1980, Capt. Dennis S. Read in command.

The guided-missile cruiser spent the four months following her commissioning in the vicinity of Hampton Roads, Va., clearing up details associated with her acceptance by the Navy and preparing for her shakedown cruise. Late in February 1981, she made a brief round-trip voyage to Puerto Rico and back and then resumed preparations for shakedown training. In March, she completed contract trials and conducted a public relations call at Port Everglades, Fla. April brought a series of underway qualifications and certifications. On 28 April, *Arkansas* departed



Arkansas (CGN-41), in the Atlantic, 1 September 1980. (USN-1179338)

Norfolk to carry out shakedown training in the West Indies. That cruise included more tests and trials, port visits to several Caribbean Islands and a swing south to call at Rio de Janeiro and Recife in Brazil. The warship returned to Norfolk on 25 June and began post-shakedown availability at the Newport News Shipbuilding Co. six days later. *Arkansas* completed repairs on 15 December and put to sea for three days of trials before returning to port where holiday routine occupied what little remained of 1981.

The warship did not get underway again until three weeks into 1982. She put to sea on 22 January and shaped a course south to Key West, Fla., where she underwent explosive shock tests. In the intervals between the several tests, *Arkansas* visited Mayport and Port Everglades for work on some of her equipment. Returning north at the beginning of March, she entered the yard at the Newport News Shipbuilding Co. for two months of post-shakedown repairs. The guided-missile cruiser conducted trials at sea on 3 and 4 May and then returned to Newport News for another 11 days to correct minor deficiencies. She arrived back in Norfolk on 20 May and, the next day, commenced local operations out of her home port. Over the ensuing four months, *Arkansas* carried out a schedule of training operations conducted mostly off the Virginia capes. Two missions, however, took her south to the West Indies. From 23 June to 16 July she voyaged to Guantanamo Bay, Cuba, for refresher training. Between 24 September and 16 October, the warship served as escort for *Nimitz* (CVN-68) during an operational readiness exercise executed in the vicinity of Puerto Rico.

Upon her return to Norfolk in mid-October, *Arkansas* began preparations for her first tour of duty with the 6th Fleet in the Mediterranean Sea. The guided-missile cruiser embarked upon that assignment on 10 November 1982. She completed the transatlantic voyage on 30 November, then set out across the Mediterranean bound for the coast of troubled Lebanon. She arrived on station near Beirut on 6 December. Though *Arkansas* spent most of her time supporting the multinational force ashore in its efforts to keep peace in Lebanon, she left the eastern Mediterranean occasionally for port calls and to participate in some of the 6th Fleet's freedom-of-navigation maneuvers into the Gulf of Sidra off the coast of Libya. The warship completed her final tour on station near Lebanon on 4 May 1983 and laid in a course for Gibraltar. After a two-day visit to the "Rock," *Arkansas* got underway for Norfolk on 10 May.

The guided-missile cruiser stood into her home port again at the end of the third week in May. Norfolk, however, remained her home port only for the duration of her post-deployment standdown period. On 8 July, *Arkansas* began the long voyage to her new base of operations at Alameda, Calif. Steaming by way of Port Everglades in Florida and Charlotte Amalie in the Virgin Islands, she arrived in the Canal Zone on 21 July and transited the Panama Canal on the 22d. From there, the warship headed north to Alameda, reaching her destination on 31 July. *Arkansas* spent the next five weeks at her new home port clearing up incidentals attendant to the shift of bases and carried out nuclear propulsion safety training.

Normal operations at sea began again during the second week in September and occupied the guided-missile cruiser for the remainder of 1983 and the first six weeks of 1984. Between 12 and 14 February 1984, *Arkansas* made the passage from Alameda to Bremerton, Wash., where she entered the Puget Sound Naval Shipyard for a three-month repair period. The warship returned to Alameda in mid-May and readied herself for a deployment that became a circumnavigation of the globe. On 1 June, *Arkansas* put to sea on the first leg of her long voyage. En route to Hawaii, she participated in the multinational exercise Operation "RIMPAC 84." She spent the latter half of June conducting exercises in the Hawaiian islands then resumed the voyage west on 2 July. *Arkansas* arrived at Subic Bay on 20 July and remained in the Philippines until the beginning of August. At that time, she set out for Hong Kong where she visited during the period 6 to 10 August.

From there, *Arkansas* headed for the Indian Ocean. The guided-missile cruiser served almost three months in the Indian Ocean, primarily in that portion known as the Arabian Sea where the protracted war between Iraq and revolutionary Iran threatened to engulf their neighbors and perhaps involve the superpowers as well. On 1 November, *Arkansas* entered the Red Sea on her way to the Suez Canal. She passed through the canal on the 3d and, after an expeditious passage, stopped at Toulon,

France, from the 7th to the 12th. Returning to sea on the 12th, the warship shaped a course through the Strait of Gibraltar and across the Atlantic. She rounded out her circumnavigation with calls at the Azores, Barbados, and St. Thomas. *Arkansas* transited the Panama Canal on 9 December and reached Alameda on the 17th.

Post-deployment standdown kept her in port at Alameda through the end of 1984 and into February of 1985. Between 17 and 19 February, *Arkansas* sailed north to Bremerton for a four-month restricted availability during which she was armed with Tomahawk cruise missiles and the Phalanx close-in air defense system. Back at Alameda on 25 June, the guided-missile cruiser resumed training operations out of her home port soon thereafter. The usual exercises, inspections and examinations kept her busy through the summer and fall of 1985. On 7 December, the warship began preparations for overseas movement.

The usual year-end holiday leave and upkeep period interrupted her efforts to get ready for the upcoming deployment, but the guided-missile cruiser put to sea as scheduled on 15 January 1986. Again she participated in exercises during the passage, stopped at Pearl Harbor, and spent only a brief period of time in the western Pacific. By mid-March, after visits to Subic Bay and Singapore, she made her way across the Indian Ocean to Karachi, Pakistan. The guided-missile cruiser called at Karachi between 15 and 20 March then resumed her voyage to the Arabian Sea. Once more, *Arkansas* patrolled the waters of the troubled Middle East.

Her sojourn in the Arabian Sea, however, lasted only until late April. On the 29th and the 30th, she transited the Suez Canal and headed for another hot spot. During the month of May and June, *Arkansas* served with *Enterprise* (CVN-65) and *Truxtun* (CGN-35) off the coast of Libya in the wake of the air strikes launched on that country by the United States in reprisal for terrorist activity against Americans. *Arkansas* left the Mediterranean at the end of June and shaped a course for Australia. She stopped at Fremantle between 18 and 22 July and then headed for Subic Bay where she laid over for two days at the end of the month. From there, the warship headed for Pearl Harbor where she paused overnight on 8 and 9 August. She arrived back in her home port on 13 August. *Arkansas* remained at Alameda until late September for the leave and upkeep period that usually follows an extended tour of duty overseas. Early in October the warship resumed local operations along the west coast. She remained so occupied for the rest of 1986.

Arleigh Burke

Arleigh Albert Burke—born on 19 October 1901 in Boulder, Colo.—entered the Naval Academy on 26 June 1919 and graduated on 7 June 1923. Joining the battleship *Arizona* (BB-39) soon thereafter, he began his naval career as a junior watch and division officer, and was given command of *Arizona*'s turret 4. Over the next few years, he served as that battleship's torpedo officer, assistant engineer, and ship's secretary. During this time, he developed an interest in gunnery, and qualified as head of the ship's plotting room, handling range direction for the battleship's gunnery exercises. In the spring of 1927, Burke spent a month at the Ford Instrument Co. facility in New York City, studying that company's new anti-aircraft director.

His initial bid for post-graduate work having been denied, Burke instead received orders on 2 April 1928 to the auxiliary vessel *Procyon* (AG-11), the flagship of Rear Admiral W. W. Phelps, Commander, Fleet Base Force. After serving as assistant navigator and ship's secretary, Burke became Admiral Phelps' flag lieutenant and force personnel officer in June 1928. In October of the same year, the Bureau of Navigation approved Burke's second request for post-graduate work, and on 17 June 1929, he reported to the Post-Graduate School at the Naval Academy to commence 15 months of rigorous course work first at Annapolis and, later, at Ann Arbor, Mich.

This intensive instruction in ordnance design, fire control, and ballistics culminated in his receiving an M. S. degree from the University of Michigan at Ann Arbor on 22 June 1931. He then spent a year in visits to the major private plants and military installations involved in developing, producing, and storing explosives.

In the spring of 1932, Burke received orders to the heavy

cruiser *Chester* (CA-27), and he remained in that ship for almost a year, serving as main battery officer. Ordered to the Base Force staff in April 1933 as assistant officer-in-charge of the Battle Force Camera Party, Burke worked in developing and using photographic equipment to "triangulate, tabulate, and analyze" the fall of shot in gunnery exercises—duty which required "meticulous accuracy and long days in preparation." For two years, Burke served with the Battle Force Camera Party, until he received orders to the Bureau of Ordnance (BuOrd) in Washington, D.C.

Burke labored next in BuOrd's ammunition and explosives section, given the prime responsibility dealing with the purchase, storage, and distribution of ammunition charges acquired by the Navy. He also worked in the area of distributing ammunition for target practice, the design of a new storage area for high explosive ammunition, and research toward developing a more stable smokeless powder for use on board ships. The Chief of BuOrd, Rear Admiral Harold R. Stark, lauded the young officer's "keen grasp of ordnance in relation to the service," and foresaw his becoming "an officer of exceptional value to the service."

In May 1937, Burke became the prospective executive officer of the recently launched destroyer *Craven* (DD-382). He served in that new destroyer until June 1939, exhibiting considerable administrative talent in the fields of discipline and material—invaluable experience in handling small warships. Promoted to lieutenant commander in August 1938, while in *Craven*, Burke received his first sea command the following summer. On 5 June 1939, he assumed command of *Mugford* (DD-389), the flagship for Destroyer Division (DesDiv) 8, Destroyer Squadron (DesRon) 4, Battle Force. Under his leadership, *Mugford* won the Destroyer Gunnery Trophy for 1939-1940, finished third in engineering, and high in communications.

Relieved on 30 July 1940, Burke returned to Washington to serve as an inspector at the Naval Gun Factory. He worked devotedly in this important shore billet, but, following American entry into World War II in December 1941, incessantly sought to return to sea. Finally, late in 1942, orders sent him to the South Pacific. After commanding in turn DesDiv 43, DesDiv 44, and DesRon 12, Burke received command of DesRon 23.

Burke soon emerged as a combat leader, earning the Navy Cross for leading the "Little Beavers," as DesRon 23 came to be called, in the first bombardment of the Buka-Bonis area and the first daylight bombardment of Japanese positions in the Shortlands. During the night of 1 and 2 November 1943, as American force under Rear Admiral A. S. Merrill—of which DesRon 23 formed a part—met a more powerful Japanese unit, and defeated it decisively in the Battle of Empress Augusta Bay.

The "Little Beavers" also earned the Presidential Unit Citation under Burke's leadership, and their commodore earned the Distinguished Service Medal (DSM) for his "indomitable fighting spirit and great personal courage." DesRon 23 daringly defied Japanese aircraft and closed strongly fortified shores to deliver sustained shellings of Japanese coastal defenses and cover amphibious assaults. Burke later earned the Legion of Merit for his leadership of DesRon 23 in battle off Kavieng, New Ireland, and Duke of York Island on 17 and 23 February 1944. The ships of his squadron destroyed two Japanese auxiliary vessels, one large cargo ship, a minelayer, and four barges in addition to inflicting severe damage on enemy shore installations. DesRon 23 effected a skillful withdrawal without damage.

Having earned the nickname "31-knot Burke" for his high-speed combat performance, he soon became chief of staff to Vice Admiral Marc A. Mitscher, Commander, Fast Carrier Task Force, TF 58, in March 1944. He remained as Admiral Mitscher's chief of staff into June 1945; during this time, he received promotion to commodore. Burke planned and executed a long series of offensive operations in the reduction of the perimeter of Japanese defenses in New Guinea, the Carolines, the Marianas, Halmahera and Philippine Islands; his "superb professional skill, tireless energy, and coolness of decision" in that work earned him his second Legion of Merit. He then received his second DSM for his efficient control of the tactical disposition, the operation, the security and the explosive offensive power of TF 58 in its support of the landings at Iwo Jima and Okinawa and carrier air strikes on the Japanese homeland.

On 11 May 1945, two suicide planes crashed Admiral Mitscher's flagship, *Bunker Hill* (CV-17). Burke unhesitatingly proceeded to a compartment in which men were trapped, and despite fire and heavy smoke, succeeded in evacuating the sailors there. He received a letter of commendation for his courage and prompt

and efficient action "with utter disregard for his own personal safety . . ." in rescuing the men. Three days later, after Admiral Mitscher had transferred his flag to the famed carrier *Enterprise* (CV-6) on 14 May, a kamikaze crashed that ship; Burke again arranged for the transfer of command, and "in spite of all difficulties . . . maintained tactical control of the Task Force . . ." For his conspicuous gallantry on both occasions, on 11 and 14 May, Burke was awarded the Silver Star.

In July 1945, Burke returned to Washington and served as BuOrd's Director of Research and Development, before he went to the Mediterranean in January 1946, as the chief of staff to Vice Admiral Mitscher, Commander, 8th Fleet. He served in that capacity until March 1946, when Mitscher (promoted to admiral) was given command of the Atlantic Fleet. Burke remained with that great carrier leader in the same capacity until Mitscher's death in February 1947.

Following service on the General Board, Burke took command of the light cruiser *Huntington* (CL-107); but soon returned to shore duty to head the new Organizational Research and Policy Division (OP 23) under the Chief of Naval Operations (CNO), established to advise CNO during efforts to implement the National Security Act of 1947. During this time, he coordinated the Navy's defense in the B-36 controversy in 1949. He then served as Navy Secretary on the Defense Research and Development Board.

After the Korean War broke out in June 1950, Burke became deputy chief of staff to Commander, Naval Forces, Far East, that September, bringing to the task a "sound knowledge of naval administration and professional skill" that aided in the reorganization of the staff to meet ever-increasing responsibilities in the Korean War. He received a third Legion of Merit for his service in that capacity.

In May 1951, Burke was given command of Cruiser Division (CruDiv) 5 off the coast of Korea, but only served in the post until July, at which time he joined the United Nations delegation to the truce talks in Korea. From 9 July to 5 December 1951, Burke's keen discernment and decisive judgement proved of inestimable value in "countering enemy intransigence, misrepresentation and evasion with reasoned negotiation, demonstrable truth, and conciliatory measures." As advisor to the chief delegate on all phases of the armistice talks, Burke offered "timely recommendations for solutions to the varied intricate problems encountered" by the negotiators; his services in that capacity earned Burke an Oak Leaf cluster from the Army in lieu of a fourth Legion of Merit.

Early in December 1951, Burke returned to Washington to head CNO's Strategic Plans Division. Command of CruDiv 6 in the Mediterranean and the position of Commander, Destroyer Force, Atlantic Fleet, followed in turn before President Dwight D. Eisenhower selected Burke as CNO, promoting him over 92 more senior flag officers. Serving in that office from 17 August 1955 to 1 August 1961, he is the only officer to hold that post through three two-year terms. During Burke's tenure as CNO, he acted as a major force in developing the Navy's "Polaris" submarine missile program and keeping it under that service's control, and utilized the *Forrestal* (CV-59)-class aircraft carriers in the nuclear deterrence role.

On 1 August 1961, Burke retired from the Navy. Since then, he has resided in Washington, D.C., devoting part of his time to advisory committees and boards of directors of such worthwhile activities as veterans organizations, patriotic groups and educational institutions, as well as to the Navy he had served so well.

(DDG-51: dp. 8,300 (f.); l. 504'6"; b. 66'11"; dr. 30'7"; s. 30 + k.; cpl. 341; a. 1 5", 2 Phalanx, 2 vls., Tomahawk, Standard mis., ASROC, 6 21" tt.; cl. *Arleigh Burke*)

Arleigh Burke (DDG-51) was laid down on 6 December 1988 at Bath, Maine, by the Bath Iron Works; launched on 16 September 1989; sponsored by Mrs. Arleigh Burke; and was scheduled for delivery to the Navy early in 1991.

Arletta

The mistress of Robert II, Duke of Normandy, and, by him, the mother of William the Conqueror whose victory over Harold at Hastings on 14 October 1066 won him the English Crown, bringing Norman rule to Britain.